

The History of Logansport, Indiana

An Honors Thesis (HONRS 499)

by

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A handwritten signature in cursive script, reading "Dr. Joan Schreiber".

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## Abstract of Thesis

This brief history of Logansport is designed to give eighth grade students a better understanding of the creation and development of Logansport, Indiana. In addition to reading the background of their city, the students are provided with section review questions and activities to further their knowledge and understanding of the material.

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## Chapter One

### Background of the Settlement

#### Indian Heritage

The area that is now Logansport was once covered by heavy timber, consisting of several different kinds of trees. There were oak, walnut, poplar, beech, hickory, ash, elm, sycamore, and other woods. These woods were cut down by the settlers as they settled down and began farming. Today, only small groves of the original forest trees remain (Powell 1: 10).

Logansport and Cass County were once home to the Miami and Pottawattomie Indians. They were hunters, and still lived in a primitive state when the first settlers arrived in Cass County. The Miami Indians, once called the Twightwees, became friends of the French. The French called them M'Amis (Miamis), my friends. This is the name they are known by now and in all treaties with the state and country. The Miamis were a powerful and warlike tribe. One of their chiefs, Me-che-can-noch-qua or "Little Turtle," was one of the most well known Indian chiefs in American history (Powell 1: 29, 31).

The Miamis lived in permanent villages, which were located on the banks of rivers and creeks. They practiced limited farming on their rich agricultural lands. Mostly they fished and hunted. They lived in that part of Cass county lying on both sides of Eel river and all south of the Wabash (Powell 1: 32).

The Pottawattomies, who originally lived in what is now Michigan, were once called the Poux. They belong to the Algonquin

family and are related to the Chippewas, but they separated from the parent family about 1650. The Poux moved to the southern shores of Lake Michigan, and dwelt with the Ottawas, until the Ottawas became unhappy with the Poux and moved away. The Poux said that they could make their own council fires. It is said that the name Pottawatomies was derived from the words "puh-to wa," meaning a blowing out or expansion of the cheeks, and "me," a nation, which means a nation of fire-blowers, able to build their own council fires and take care of themselves. The Poux were crowded by other tribes, and by the beginning of the War of 1812, they could be found along the banks of the Tippecanoe and the north bank of the Wabash river from the mouth of the Tippecanoe to the mouth of Eel river. They took up the northern and western part of Cass county (Powell 1: 34-35).

After Logansport became a town and before the Indians were moved west, the Indians would come to town to trade or receive their annuity from the government. The Pottawattomies usually camped on the north side of Eel river on the site of West Logan. The Miamis camped on the south side (Powell 1: 35).

### **Section Review**

1. What two Indian groups once lived in what is now Logansport and Cass County? Where was each group located?
2. Which group originally lived in Michigan? What were they called? How did they get their new name?
3. How did the Miamis get their name? What was their original

name?

4. Who was Me-che-can-noch-qua?

### **First Settlement**

At the time of first settlement, Logansport did not yet have the canal or the railroads, although they would eventually become very important to Logansport. What drew the settlers to the area at the time was the joining of two rivers. At the location of the original town of Logansport, the Eel River flows into the Wabash River.

The treaties with the Pottawattomies on October 16 and 23, 1826, made permanent settlement possible. However, Alexander Chamberlain came from Fort Harrison and made a settlement in August 1826, on land which he had bought May 25, 1825. He settled on the south bank of the Wabash, opposite the mouth of Eel river, and built a cabin. Sometimes he used the cabin as a tavern to house travelers. In the spring of 1827 he built a double cabin with an upstairs and began "tavern keeping" (Kingman 14).

Other families became part of the settlement. William Newman and his family built a cabin near Mr. Chamberlain during the winter of 1826-27. At around the same time, Mr. James Burch built a cabin a little further down the river. On March 27, 1827, Major Daniel Bell began building the first cabin between the rivers. During the summer of 1827, Joseph Barron, Sr. and family came from Ft. Wayne and settled on the north side of the Wabash, just below the mouth of the Eel River, where the

old Washington school now stands. In the summer of 1827, Hugh B. McKeen, son-in-law of Mr. Barron and an Indian trader, built a log house and opened a trading post on the point. Hugh McKeen has been called Logansport's pioneer merchant. In March, 1828, General John Tipton, Indian agent, moved to Logansport. On April 3, 1829, he purchased the Chamberlain premises, and erected other buildings to accommodate the Indian Agency. Chamberlain then built a second tavern at a different location, and continued his business. These settlements were all within the present city limits of Logansport. They were only the beginning. After the first few settlements, people began buying and settling the land rapidly (Helm 390; Kingman 14-15; Powell 1: 322-23).

### **Section Review**

1. What attracted the first settlers to Logansport?
2. Who was the first settler? Where was he from?
3. Who built the first cabin between the rivers?
4. What is Hugh B. McKeen known for?
5. What do you think life was like for the first families to settle in Logansport?

### **Early Marriages, Births, and Deaths of the Settlement**

With settlement came marriage, birth, and death. The first marriage took place on January 1, 1829 at the cabin of Major Bell. The couples taking part in the double wedding were Charles Polke and Lovisa R. Smith, and William Scott and Otilde Lockhart. The ceremony was performed by Reverend James Crawford, of the



Presbyterian Church at Delphi. The marriage licenses were obtained at Delphi in Carroll County because at the time Cass County was under the jurisdiction of Carroll County (Kingman 14).

Other marriages soon followed. The county was organized in April 1829, so licenses could be obtained here in Cass County. Alexander Wilson and Matilda Thorpe were married on May 28, 1829. The marriage ceremony was performed by Associate Judge Hiram Todd. The next marriage, performed by John Scott, was between Thomas M. Berry and Hannah Binney, on June 7, 1829. Job B. Eldridge officiated the marriage of Andrew Waquire and Almida McMillen on July 5, 1829. This was Job Eldridge's first marriage ceremony, and he was quite nervous. He thought about a proper ceremony, wrote it down, and committed it to memory. Before entering the scene of the marriage feast he went over the ceremony. He then entered the building, where the couple and guests were waiting. He became so nervous that he forgot everything he had prepared. There was no hope of escaping the crowd, so he made up the ceremony as he went through it, arousing no suspicion. He said, "You have joined hands. That is an emblem of fidelity. I expect you have talked the matter over before. Then, in the name of the Father, Son and Holy Ghost, I pronounce you man and wife." It was over and everyone was happy. The couple never divorced. There were three more marriages in 1829. Murray C. Woodworth and Abigail Branson were married by John McGregor, Justice of the Peace, on July 11. John B. Durett (clerk) married Miss Elizabeth B. Bell,

daughter of Major Daniel Bell, on September 23, by John Smith, one of the Associate Judges. The last marriage of the year was between William G. Van Doren and Margaret Tolbert, on December 20, by Judge Smith (Kingman 14-15).

The first white child born in Cass County was Sarah, daughter of John Smith, better known as Jack Smith, on February 15, 1828. Gillis J. McBean was born to Gillis McBean, County Agent, on December 30, 1829. He was the first white child born within the limits of the "Old Town Plat" of Logansport (Kingman 15).

The first death was that of a child of Jack Smith, which died in the Summer of 1828. It is not certain where the child was buried. The next death was of a man at Chamberlain's Tavern, in the Fall of 1828. He was the first person to be buried in the "Old Cemetery." James Foster died at Miamisport on December 23, 1828, and was buried on the 25th, at Tipton Lodge, the first in history of that lodge. Robert Hars died on the next night, and was buried with Masonic honors on the 27th. These were the first deaths in Logansport, Indiana (Kingman 15).

### **Section Review**

1. Describe the first marriage performed by Job Eldridge.

### **Settlement and Original Town Plan**

During the winter of 1828, several settlers came to the area. On April 10th, 1828, Chauncey Carter surveyed and laid out the original plat of Logansport lying between the rivers

and extending east as far as Fifth Street, containing 111 lots. There were sixteen lots to the block. This was recorded September 3, 1828, in the recorder's office of Carroll county. At the time, this area was a part of Eel township, Carroll county (Helm 396; Powell 1: 324).

### **Section Review**

1. For this activity you will need white paper and a crayon or pencil. Thin black paper and a white crayon will also work. Go to Mt. Hope Cemetery and find Chauncey Carter's grave. A handout with directions will be given. Have someone hold the paper over the headstone of Chauncey Carter. Take your crayon and lightly rub over the paper. The raised lettering and designs should show up on your paper.

### **Name Origin**

The town of Logansport was named after Captain Logan, the Shawnee chief who lost his life while testifying his loyalty to the white people in November, 1812. However, there are different versions of how the name was chosen.

One version of the naming of Logansport is that a number of interested men met in the shade of a big elm tree on the north bank of the Wabash near Second Street, in 1828. They knew the new town would be significant and attractive. Therefore they wanted to find the perfect name. General Tipton suggested a Latin compound that would mean "Mouth of Eel." Others suggested Indian names. Hugh McKeen, the Indian trader, suggested that

the memory of Chief Logan be immortalized in the name of the new town. Chauncey Carter and Col. J.B. Durett suggested that "port" be added since the town was located at the junction of the two rivers. Everyone agreed to the suggestion, and the town was named Logansport (Powell 1: 324).

Another version takes place on an August afternoon in 1827. This version takes place on a grassy slope near the point where the Eel River empties into the Wabash. A group of spectators, including two Pottawattomie Indian men and a squaw, with a papoose on her back, gathered around to watch the shooting contest. The shooting contest would decide the name of the settlement at the mouth of the Eel River. Major Daniel Bell was the umpire for the event, and he declared that Colonel Durett's shot had won. Cheered on by Hugh McKeen, he had made a bull's eye. Thus the sparsely settled spot in the wilderness was named Logan's Port. It is now Logansport (Taber 3).

### **Section Review**

1. What are the two versions of how Logansport got its name?

### **Chapter Project**

Go to the library and look for information on Chief Logan, the Shawnee chief, or Little Turtle of the Miamis. Write a one to three page paper about your chosen subject.

## Chapter Two

### Real Creation of the Town

#### Official incorporation date of the settlement and the city limits

Before 1831, when the general assembly of the state of Indiana approved an act for the incorporation of towns, the matter of incorporation was submitted to the citizens of the town at an election held at the "Canal Mansion House" on Monday, September 5, 1831. Samuel Ward was inspector and J.B. Cambell was clerk. Forty-five votes were in favor of incorporation, and two were against the proposition. It was declared that the town should be incorporated (Helm 401; Powell 1: 326).

#### Community Plan and People Involved

At that time the town still consisted only of that land between the rivers, and extending east to Fifth Street, and it was divided into five districts or wards (Powell 1: 326).

An election was held on September 12, 1831, in each ward, to elect five trustees. John Ward, Jordan Vigus, Dr. H. Todd, John Scott, and Peter Anderson were chosen the first trustees of the town of Logansport. The first meeting of the town board was held on November 11, 1831. Within the next few years, the corporate limits of the town would extend from Fifth to Tenth Street. In April, 1838, the town would become a city (Helm 402; Powell 1: 326).

When Logansport became a city its limits were bounded by the two rivers and Ninth Street on the east. Before his death

in 1839, John Tipton had made four additions to the original plat. Two additions were made by Tipton's administrator, after his death. They extended the city to Fifteenth Street. Several more additions were made by 1880. They were made by: William F. Paterson and Edward H. Lytle; W.L. Brown; Harvey and Mary Ann Heth; George T. Tipton; John P. Usher; Noah S. LaRose; Sarah M. Tipton; D.D. Dykeman; John B. Shultz; W. H. Standley; William Douglass; the administrator of the Humphrey Taber estate; James C. Cheney; Cecil and Wilson; and Paul and Rose A. Taber (Powell 1: 327; Taber, 47).

The entire town site was covered by forest when Logansport was first laid out. In order to make streets, the trees had to be cut down, and the stumps long remained. Therefore, the first streets in Logansport were decorated with stumps, around which travelers had to maneuver. The roads were of dark, native, alluvial soil, and after a rain, would be very muddy. It was not unusual, during the first twenty years of Logansport's existence, to see a yoke of oxen hitched to a cart or wagon, stuck in the mud on the principal streets. When this happened people would often gather around and joke about the handsome paved streets in this town, and how convenient for pedestrians that seats in the form of stumps were provided all along the way. The stumps gradually decayed, and the streets were eventually covered with gravel and paved. The first street to be improved by paving was Fourth Street, in 1893-4, followed by all the principal business streets. They were paved with brick, and a couple of the streets near the railroad are still

paved with brick. Broadway and North Streets were paved with asphalt in 1910-1 (Powell 1: 374-376).

As of 1913, it was said that Logansport had more miles of cement sidewalks than any other town of its size in the state. This was a wonderful transformation since the city was first created (Powell 1: 375).

### **Population**

The town of Logansport has gradually grown larger. In 1833 the population was 501; 1840, not reported; 1850, 2,251 Eel township; 1860, 2,979; 1870, 8,950; 1880, 11,198; 1890, 13,328; 1900, 16,204; 1910, 19,050 (Powell 1: 375).

### **Chapter Review**

1. When was Logansport officially incorporated as a town? City?
2. Describe the first streets in Logansport.
3. Which street was paved first?
4. Which streets were paved with asphalt in 1910-11?

### **Chapter Three**

#### **Ethnic Population**

Mr. Julian, a member of the Cass County, Indiana, Historical Society, related that between 1850 and 1890 ninety eight percent of the population of Logansport was white. The origin of nationality of the population was German, English, and Irish. The children of the German families attended German religious schools, where German was taught. The German language was spoken widely in the home, but not in public. The Irish population, according to Mr. Julian, was divided into different socioeconomic groups, and often fought each other.

The great influx of Italians, according to Mr. Julian, occurred between 1900 and 1950. The Italians, like the Germans, spoke their native language in the home and English in public.

The fact that most of the population was German, Irish, and Italian is evident in the makeup of the Catholic churches in their early years. St. Vincent's was mostly Irish. St. Joseph's was mainly German. St. Bridget's was mainly Italian.

#### **Question**

1. Judging from some of the well known last names and businesses in town, what ethnic group or groups are still a significant part of the population?



## Chapter Four

### Economic History

#### Agriculture

Logansport is situated in the midst of an impressive agricultural region. Agriculture has become an important aspect of Logansport's economy (Taber 35; Powell 1: 81).

Farming in the Logansport area dates back to 1827, when William Newman cleared and cultivated the land on the south bank of the Wabash river in Clinton township. He had occupied the land beginning December 1, 1825, but it was the spring of 1827 when he planted his first crop (Powell 1: 81).

Within the next five or six years, settlers began locating and farming in every township of Cass County. However, agriculture was slow in developing in this area because of the dense forests that had to be cut down and removed. Stumps dotted the fields for nearly a generation. Most farming at the time was also done by hand. The pioneer farmers did not have the machinery that modern farmers have, or even the new tools that would be developed in the next few decades. There was also no incentive to raise anything beyond what was needed for the family. There were no markets in Logansport; it was only a village at the time. In the beginning, there were no transportation routes to get farm products to cities. Farmers did not have to grow much food for their livestock. Hay was abundant on the prairie, and the forests provided shrubs and mast where the livestock could roam and eat for most of the

winter. Therefore, farmers did not grow a surplus of goods (Powell 1: 81-82).

A new era dawned in 1839, when the Wabash and Erie Canal was opened up for traffic, for it ran right through Logansport. The farmer now had the option of shipping his products to Toledo, and receiving manufactured and other goods in return. It was the Wabash and Erie Canal that brought surplus and commercial farming to Logansport and Cass County. Not only could the farmer ship his goods to Toledo, but he could now acquire new farm implements and adopt better methods of farming. It also brought variety to what the farmer grew, because now he was farming for profit, not just to provide for his family. Livestock also became more profitable (Powell 1: 82-83).

An even greater windfall was the coming of the railroad in 1855. The railroad was quicker than the canal, and thus brought a quick and ready market for all agricultural products. The farmer could also get anything he needed or wanted. New and improved farm implements were invented about this time, and the railroad made them easily accessible to the farmers of the Logansport area. Among the new implements were grain drills, reaping and mowing machines, hay rakes and forks, the "old caver" for thrashing wheat, and the large thrashing machine separator, run by horse power. Because of the accessibility of the railroad, farmers became more involved in the livestock market. The farmers then realized that the thoroughbred was more profitable than scrub stock. Farmers began to take better care of and put more into the breeding of livestock (Powell

1: 83).

Not only did the improvements in agriculture, brought about by the coming of the canal and the railroad, affect the farmer, but they also affected those people who lived in Logansport. Of course the canal and railroads brought more people to Logansport, but also the lives of the people who were already living in the village changed. Flouring mills, saw mills, woolen and other factories were erected. The business of the town merchant improved as women bought the fabrics and goods that she had formerly made in the home. Farmers also began to meet annually in Logansport to interchange ideas and discuss the best farming methods, improving the breeds of stock, the most profitable crops for certain soils, and anything else that might pertain to farm life, inside and out. With the improvements in farming, the population of Logansport also grew. No longer were so many people needed to run a farm. Therefore more people moved to town (Powell 1: 82-84).

As more people moved to town, the demand for gardens increased. Therefore market gardening increased. Larger gardens began to be grown in town in order to meet local needs, but also for shipment to larger cities. Growers even began using the greenhouse so that they could grow vegetables year round. The first vegetable greenhouse in Cass County was built in 1906 by Charles F. Markert, and was steam heated. The year round summer temperatures made it possible for the city and surrounding towns to be furnished with perennial fresh vegetables. Soon after, Kiesling & Sons erected a vegetable greenhouse on the

west side (Powell 1: 86).

Much progress was made as a result of farming improvements. Both farmers and townspeople were able to increasingly enjoy such luxuries as the telephone, interurban cars, agricultural societies, domestic science instruction, and better schools. New inventions allowed homes to be improved with such amenities as light, water, bath, sewerage, and heat. Farmers were able to afford such conveniences as the automobile and rubber tired buggies, which allowed them to travel more quickly to other parts of town or the county (Powell 1: 84).

The first agricultural fair was held in the fall of 1842, on the west side of Second Street. What school now stands on this spot? Homemade articles and agricultural products were displayed at this fair. However, not enough people took part in this fair, therefore it was not repeated for many years. Agricultural fairs would come and go throughout the next few decades, as the interest level of local farmers varied. The site of the fairs would also change. The Cass County Agricultural and Horticultural Association was formed in 1873. One order of business that year was to buy land to be used as a fair ground. The land they bought was the area now comprising Spencer Park, on the east end of the city. The first fair was held from September 9 to 13, 1873. Successful county fairs were held on this sight for fifteen or twenty years, when interest again began to lag. When the fairs were popular, they were very productive. They created a spirit of rivalry among farmers. This encouraged farmers to improve their varieties

of stock and other farm products, and this has changed farming for the good (Kingman 17; Powell 1: 85; Taber 45).

However, the land would again be used as the fair grounds in the future. What evidence of the former fair ground can still be seen? Ask your grandparents if they remember the old fairgrounds. When did they move to the present location? You may think of the fair as a place to go and meet your friends or ride rides and play games. Most young people do, but the fair was actually created as a place for farmers to display their products and compete with other farmers.

Farming is still today very important to Logansport, even though it does not take place right in town. Farming is very important in Cass County. If one were to drive out of town they would see miles and miles of farm land. How, do you suppose, is farming important to Logansport? Do you grow your own food? More than likely, you do not. How else might farming be important to our community? Where do you think most area farmers spend their money? If the farmers of our county did not buy their necessities and luxuries from Logansport, our local businesses might not be as profitable, or worse yet, they might not exist. In the same way that the farmers are important to city dwellers, the occupations of the city are also important to the farmer. What occupations do your parents have? How might farm families benefit from these occupations? Think of the factories in town. The products they make are used in the machinery that the farmers use everyday. Think about this, and you should realize how important we are to the farmer, and

how important the farmer is to the city.

### **Section Review**

1. What were some of the hardships faced by our first farmers?
2. How did the Wabash and Erie Canal help the farmers?
3. What were some of the new farm implements brought to town with the railroad in 1855?
4. How did the improvements in agriculture affect the lives of those people who lived in Logansport?
5. When was the first agricultural fair? What do we call this fair now?
6. How did the fairs help farmers?

### **Industry**

Industry is also very important to Logansport. Industry dates back almost as long as does farming. Furniture factories and various types of mills were abundant among the first industries of Logansport. In fact, the very first industry to be built in Logansport was a sawmill. It was erected by General John Tipton in 1828, on the south bank of Eel River, east of Sixth Street (Powell 1: 212).

Several other mills followed. Large saw mills were erected on both banks of Eel river below the Tenth street dam, in 1830. Both mills were operated for nearly thirty years before they were caused to be abandoned by railroads and the age of steam. The Lock Mill was operated at Seventh Street from 1849 to 1875. The mill was remodeled by the "Logan Milling Company," composed

of S. B. Boyer, J. N. Booth, and J. F. Obenchain, in 1881 so that steam power could be put in. After Mr. Booth withdrew from the firm, Obenchain and Boyer ran the mill successfully until it was destroyed by fire in 1901. The mill was used to make a high grade of flour. The Empire Mills were built at the mouth of the Eel River in 1859. Mr. Joseph Uhl ran the mill until his death. His son Dennis then took over and successfully ran the mill under the name Dennis Uhl & Sons. This large mill was located on the Panhandle Railroad, and was able to send the products of the mill all over the United States and to foreign countries. Several other mills were operated throughout the 1800s, but these were the earliest ones (Powell 1: 212-213).

There were also furniture factories in early Logansport. A cabinet and furniture factory was operated by Daniel Redd in 1839. It was originally located on the northeast corner of Fourth and Market, but was moved to the northeast corner of Sixth and Broadway in 1839. Wm. T. S. Manly operated a furniture factory on Third Street, south of North, in 1841. He also made coffins. The factory was later moved to the corner of Sixth and Broadway. W. T. S. Manly built another furniture factory on the north bank of the Eel River about 1857-1858. It was located east of the old canal, and used water power from the canal to run the factory. A. L. Smith later converted the factory to steam power after the canal was abandoned. The factory was bought and greatly enlarged by Ash and Hadley. Furniture was manufactured by Andrew McClure on the corner of

Oak and Duret Street in the 1850's. A chair factory was built on the north bank of the Eel River in 1862. It was operated by George Baker, Burns Bros. and Flynn, until 1873 when it was abandoned as a result of a fire in the adjoining distillery. About 1838 a cabinet and furniture factory was operated by Nathan Aldrich and Israel Neal, and in the rear of the building they had a small furnace for making castings (Powell 1: 213, 215, 335).

In addition to the mills and furniture factories, there were several different businesses in early Logansport. The first foundry for making iron castings was located in the rear of a building on the southwest corner of Court Park on Third Street. This was the foundry previously mentioned as being run in the rear of the furniture factory operated by Aldrich and Neal, about the year 1838. It would not be the only foundry. The Aldrich Bros. built a foundry just east of the old Forest Mill on Eel river, in 1841. The machinery was run by an under-shot or floating water wheel, placed perpendicular in the water near the bank. This foundry was abandoned after a few years. Edwards and Van Hauten operated the first permanent and successful foundry in Logansport. It was located on the south bank of Eel River, just west of the Sixth street bridge. This foundry was also opened in the early 1840's. S. & A. Kendall built a substantial brick building at the corner of Berkley Street and the railroad in the year 1849. In this building, they operated a foundry and machine-shop business. It was sold to Chas. B. Knowlton and B. F. Dow in 1851. It



was used to produce threshing machines until it was destroyed by fire in 1861. Mr. Knowlton rebuilt the foundry in 1862, and operated it until 1868, when D. D. Dykeman bought a half interest. The two owners then manufactured mainly the "Little Giant Water Wheel," invented by John T. Obenchain. The firm began the manufacture of roller mills and a full line of new roller process mill machinery patented by J. T. Obenchain, in 1875 when Mr. Dykeman sold his interest to Wm. Dolan, and the firm became known as Knowlton & Dolan. The firm became very prosperous and was operated by Mr. Dolan even after the death of Mr. Knowlton. He eventually sold out to the American Dredge Company, which later moved to Ft. Wayne (Powell 1 : 334-5, 337).

Among the other products manufactured in Logansport in the 1800's were plow handles, spokes, hubs, poles, bows, wool, drills, buggies and wagons, carriages, and pumps. Granite monuments were made in the 1890's, by Schuyler Powell. He bought the stone from quarry, cut and polished it, and supplied monuments to a large territory around Logansport (Powell 1: 335-8).

In the early 1900's, the railroad was very important to Logansport. The original shops of the Chicago & Great Eastern Railroad had been moved to Logansport in 1863. When the Panhandle Company bought the railroad in 1869, and talked of building new shops in Richmond, the city of Logansport made a donation of \$50,000 so that the company would locate their shops permanently in Logansport. A roundhouse and other buildings were built north of the Wabash River, west of

Seventeenth street, and occupied by May, 1870 (Powell 1: 347).

By the early 1870's, the Logansport, Crawfordsville & Southwestern Railroad, the Logansport & St. Joe Railroad and the old Detroit & Eel River Railroad were all completed and running into Logansport. These companies built a roundhouse and repair shops on Water Street, on the Northwest side of town. These shops were later expanded when the Vandalia Railroad gained control (Powell 1: 347).

New types of industries developed in Logansport in the early 1900s. Of course there were some of the same types of businesses as have been previously mentioned, but as the times changed, and new inventions came about, the needs of the town and country changed. The citizens of Logansport in 1900 had the best interests of the local economy in mind when they purchased a tract of land and laid it out into a factory site and 111 building lots. Their goal was to encourage factories to locate in Logansport. The lots were sold for \$250.00 each, and the surplus and the factory site were donated to the Logansport Foundry Company. The company began operations in 1900. One building was leased to E. A. Rutenber Manufacturing Company of Chicago. In 1904, the companies consolidated under the name "Western Motor Company." The company manufactured the "Rutenber" engine or motor for automobiles. This was a very prosperous business (Powell 1: 348).

John T. Obenchain and Stephen B. Boyer opened a flouring mill in 1897. It was located on Erie Avenue at the south end of Seventh street. When it was completely destroyed by fire,

they immediately built a new building on the same grounds, and began manufacturing chemical fire extinguishers, which were patented by Mr. Obenchain. It was superior to other fire extinguishers, and shipped engines to all parts of the United States and Canada, and to China, Australia, South America, and the West Indies (Powell 1: 349).

Another new type of business was the packing company. Previously, farmers had done all the slaughtering on the farm. The meat was then taken to someone to be cured. By 1905, when the Routh Packing Company was opened, the methods had greatly changed. The farmer would take the animals to the packing house, where they would be lifted by machinery into the scalding vat and kept moving until the process was completed, and every part was used. Not only did the process change, but so did the prices. The animals were now worth more (Powell 1: 349).

As clothing began to be bought ready-made, companies emerged that specialized in clothing. The Logansport Underwear Co. was established in 1906. The company was not very successful until 1911, when it was reorganized by Dennis Uhl & Sons, O.H. Binns, J.H. Foley and W.E. Haney, with Walter Uhl as manager. It was renamed the "Domestic Knitting Company." The company, whose machines were run by water power from Eel River, manufactured knit underwear and hosiery (Powell 1: 352).

In 1862, the Logansport Gas, Light, & Coke Company was created by J. W. Baine & Company in 1862. The city granted a franchise to the company on August 21, 1862. The company was to erect and maintain a gas plant for a term of 25 years.

The company was to complete the plant by October 1, 1863, with at least one mile of street mains and on that day Logansport saw its first gas light. Private lighting and street lights were furnished by this company until 1883 when the electric light made its first appearance. The company continued to operate successfully, supplying those who wanted gas light, until 1888, when natural gas was piped into the city. Although the company continued to operate, output was greatly diminished. It finally sold out to the Natural Gas Company in 1898. When natural gas failed entirely, this company furnished artificial gas through its natural gas pipelines. In 1909 the gas company erected large gas works at Peru, Indiana, and supplied Logansport from the Peru gas plant (Powell 1: 352-3).

The mill has been mentioned before. Although many of the original industries did not last, Uhl's Flouring Mill, which was built in 1859 by Joseph Uhl, survived, and became very prosperous into the 1900s. In 1913, it was one of two surviving water power mills, out of the sixty or more that once operated in Cass County. Also by 1913, under the direction of his son Dennis, the mill was one of the wealthiest manufacturing interests in the city. As time passed the mill grew. It was equipped with the latest improved milling machinery, and was run by an abundant supply of water from the Eel river (Powell 1: 349-350).

Every industry that has existed cannot be covered, but those that are among the most important, have been mentioned here. Among some of the other industries in Logansport were

a candy factory, a fishing tackle industry, a soap factory, and an ice cream factory. What are some of the present industries in Logansport? Are they similar to the ones mentioned above? If not, how are they different, and why have they changed (Powell 1: 350-51, 353, 355).

### **Section Review**

1. What were some of the first industries in Logansport?
2. What were some of the products manufactured in Logansport in the 1800s? Name ten.
3. What were some of the new industries in the 1900s? Why did they develop?
4. When did the city see its first gas light? Electric light?

## **Chapter Five**

### **Transportation History**

#### **Roads**

When the settlers first came to Cass County the land was covered with a dense forest and there was not a single road. The Indian trails were the only paths they had, and wheeled vehicles could not pass. The trails went in various directions over the nearest and best routes. The pioneers learned to follow the trails, and marked them. The trails soon became roadways over which wagons could pass. There were no bridges so the

travelers had to ford the rivers and streams at shallow places, or swim across (Powell 1: 191).

The roads would eventually be straightened out as the county was laid out into townships. Of course not all roads have been straightened. Jordan Vigus petitioned for the first road in August 1830. The road began one and a half miles south of the Wabash River, on what would become the Michigan Road, and went through the town to Eel River, along what is now known as Burlington Avenue and Third Street. The second road ran from opposite the town of Logansport on Eel River, to Samuel Ward's lane in Section 16. General John Tipton was appointed road supervisor south of the Wabash, and was to supervise the opening of a road from his home, near Tipton's ford, to the Carroll County line (Powell 1: 192).

The government of the U.S. granted to the state a certain percent of all public land sold, for the purpose of creating and improving roads. The state gave each county its proportion for the building of county roads. The state also opened up certain main roads connecting important points. One of these roads was the Michigan Road, which extended from the Ohio River to Michigan City, and went through Logansport (Powell 1: 192).

An act of the state legislature on January 21, 1828, appointed John McDonald, of Daviess county, and Chester Elliott, of Warrick county, as superintendents of a survey of the Michigan Road. The work of cutting down the forest trees began soon after the survey. A one hundred foot wide lane was opened through the forest. By 1832 the lane had reached Logansport

and extended to Rochester and Lake Michigan during the following two years. At this time it was merely a lane cut through the forests. Stumps were left standing. There was little or no grading, and only the swamps and low places were filled with logs and brush and covered over with dirt, making what was called the "corduroy" road. The road was not easily traveled, yet as a general business thoroughfare it was one of the most valuable improvements of its day. The Michigan Road connected with the Cumberland Road and its extension, the National Road, at Indianapolis. Travelers whose destination was Logansport or other northern points would travel from the east on the National Road, and take the Michigan Road from Indianapolis (Helm 283; Powell 1: 192-93).

The general assembly authorized the organization of plank road companies, and about 1851, one opened in Cass County with John W. Wright as its head. Previously, only dirt or mud roads existed in the county, and the Michigan road became almost impassable in rainy weather. The company paved the Michigan road with plank, two and a half inches thick and twelve feet long. There were wooden girders at each side and in the center of the road and the plank spiked to the girders. The timbers lasted a year or two before they began to decay and curl up. The road became too costly to maintain and very unprofitable, and the plank road was abandoned around 1856. The remaining timber caused the road to be in extremely bad condition (Helm 283; Powell 1: 193).

In June of 1867 the Logansport & Burlington Turnpike Company

organized with a capital stock of \$56,000. Thomas H. Bringhurst was president. The company graded and graveled the Michigan road south from Logansport to the county line. It later extended the gravel into Carroll County. It was a highly appreciated by the farmers, even though it was a toll road until 1891, when it passed into the control of the county (Powell 1: 194).

The Michigan Pike, built around 1867-68, was the second gravel road in the county. It eventually extended eight miles to Metea. The Logansport and Western Gravel Road extended westward on the south bank of the Wabash for three or four miles. The Logansport and Wabash Turnpike lead from Taberville east on the south side of the Wabash river, for about five miles. The Logansport and Marion Turnpike extended from the Eighteenth St. bridge across the Tabers prairie, a distance of about five miles. It was built in 1882 or 1883. The Rock Creek gravel road, built in 1882, extended south from Taberville through Washington township. The Pleasant Grove Pike passed through Noble and Harrison townships, which is a distance of about ten miles. It was constructed about 1877-79 (Helm 284; Powell 1: 194-95).

The Chicago road leading from Logansport to Royal Center was graveled about 1880. This was the Royal Center Pike, and was one of the best roads in the county. Eight gravel roads were built between 1867 and 1892, extending all directions from Logansport. The roads were built by private companies, and were toll roads. As time went on, the roads became in very bad condition, and the farmers and travelers were not satisfied



with paying tolls. After much complaint, the toll roads were purchased by the county from 1890 to 1893. The county improved all of the principle roads with gravel or crushed stone, so that buggies and automobiles could be run easily and safely at ten to thirty miles per hour (Powell 1: 195-56).

The roads in town resembled those of the county in that the first streets in Logansport were decorated with stumps, around which travelers had to maneuver. The dark, native, alluvial soil of the area became very muddy after a rain, and carts and wagons often got stuck in the streets. This was a source of jokes for the local people. They would joke about the handsome paved streets in this town, and how convenient for pedestrians that seats in the form of stumps were provided all along the way. Eventually, the stumps decayed, and the streets were covered with gravel and paved. The first street to be improved by paving was Fourth Street, in 1893-4. The principal business streets were paved soon after. They were paved with brick. Broadway and North Streets were paved with asphalt in 1910-11 (Powell 1: 374-76).

#### **Section Review**

1. Define corduroy road.
2. Describe a plank road.
3. How were the first roads created?
4. Explain the origin of the Michigan road, and describe its development.

## Hotels or Taverns

Alexander Chamberlain, who was the first white settler in Cass County, built a small tavern. The Wabash was an important and highly traveled river, and many prospectors, traders, and travelers were happy to find the resting place at night. The business prospered, and a larger two story, double hewed log cabin was built the following year. When he sold his property to General Tipton for an Indian agency in 1828, he built another tavern a half mile to the west. He later sold his tavern, but it was continued into the thirties by the new owner, Mr. Murphy (Powell 1: 218; Taber 36).

The second hotel to be built in the county, and the first within the original town of Logansport, was built in the summer of 1828, by Gillis McBean. It was built on the southwest corner of Third and Market Street. The property was later purchased by Cyrus Vigus, who also operated a hotel with others. It was called Washington's Hall. Alexander Barnett bought the land in the late 1840s, and erected a two-story frame building, known as the Barnett House. It was torn down in 1885, and the Barnett Hotel was built on the northeast corner of Second and Market Streets (Powell 1: 219).

The third hotel was built in 1829 by Alexander Wilson and Moses Thorpe on the northwest corner of Second and Market Streets. It was known as Thorpe & Wilson's Hotel. It was later known as Ashland House. With the building of the Michigan Road in the thirties, many other inns, taverns, and hotels sprang up along the route (Powell 1: 219; Wright 27).

## Section Review

1. Why would a tavern in the wilderness be useful?
2. What hotels are located in Logansport today? How might they differ from the first hotels and taverns in Logansport?

## Railroads

The New Castle & Richmond Railroad was the first to reach Logansport in 1855. The depot was on the south side of the Wabash near Burlington Avenue. The station contained a turntable on which the engines were turned around. The company planned to build west and south along the Wabash, but never completed the road. Their rights were later acquired by the Logansport, Crawfordsville, and Southeastern, which would later be known as the Vandalia (Kingman 17; Powell 1: 200; Taber 40).

The Logansport, Crawfordsville, and Southeastern constructed a line from Logansport to Kokomo. The first engine was shipped on the canal, and was unloaded at Broadway and the canal, now Fifth Street. It was dragged on hewn timbers by three yoke of oxen down Broadway to Third and south on Third Street across the Wabash River and placed on the track of the first railroad built into Logansport. On July 4, 1855, the train made its trial trip. A few of the citizens of Logansport were invited to a picnic, two miles east of town near Taber's prairie. This was the first railroad excursion out of Logansport (Powell 1: 200).

Plans were made by the Toledo, Wabash & Western, later

the Wabash Railroad, in 1852 to build a line from Toledo to St. Louis. This line would connect the Mississippi River and Lake Line, passing through Ohio, Indiana, Illinois, and Missouri. The line was completed, and the first cars ran into Logansport on March 20, 1856. The line was used for freight and passenger business (Kingman 17; Powell 1: 200).

The Logansport and Chicago Railroad was opened in 1861. The State Line Division of the Panhandle, extending from Logansport to Peoria, Illinois, was completed as the Toledo, Peoria & Burlington, about 1860. The Bradford Division of the Panhandle was completed in the late 1860s, and ran from Logansport to Bradford, Ohio, where it connected with Columbus and the east over the Pennsylvania lines (Kingman 17; Powell 1: 201).

As of 1913, the Vandalia Railroad Company operated three lines out of Logansport. The lines went to Terre Haute, South Bend and Butler and Toledo. The road to Terre Haute was completed in 1875 with the help of a \$75,000 donation made by Logansport. The donation was made on the condition that the company build its shops here (Powell 201).

The Logansport & Northern Railroad Company attempted to build a line in 1855, but failed. The Detroit, Eel River & Illinois Railroad Company was organized in 1869, but also failed. A group of Boston capitalists completed the road from Auburn, Indiana, to Logansport in the fall of 1872. Trains then began to run from Logansport to Detroit by the way of Hillsdale and Ypsilanti. In 1881 the road was sold to the Terre Haute &

Logansport (Vandalia) Railroad (Powell 1: 201).

The railroads in Logansport and Cass County contributed tremendously to the city and county. At one time Logansport was considered the second city in Indiana in transportation importance. This was a result of both the railroads and the interurbans, electric lines that came into use in the 1890s and were used extensively until about 1915, when the automobile and bus took over (Taber 40).

As a result of the railroads, other towns with grain elevators, stock yards, local merchants and shipping facilities have grown up in Cass County. The railroads made life easier for the farmer, who no longer had to travel long distances to ship his crops. The agricultural market was greatly expanded for the farmer when the railroad came to town. Not only could he ship his products anywhere, but he also gained access to new and improved farm implements, such as those mentioned in Chapter Four. Farming became more profitable, and farmers were introduced to the livestock market (Powell 1: 83).

Life also improved for the townspeople. New businesses developed. More manufactured products were easily accessible to housewives, and new inventions were introduced to the people of Logansport. However, the railroad did not merely bring new things to the people of Logansport. It also gave the people of Logansport easier access to the rest of the country and the world (Powell 1: 83).

Ida Brown Michael, a Logansport resident who lived from 1859 to 1931, wrote in her diary of an interesting trip to

Niagara Falls that she and her mother made in 1905. The two left Logansport on August 17, and returned on August 23, 1905. She wrote on August 17:

Thursday at 4:15 P.M. Ma and I departed via the Wabash R.R. with an excursion to Niagara Falls. We arrived in Detroit, Mich. about midnight and our train was ferried [sic] across the Detroit river, over onto the Canadian side and after a long ride across Canada, we came to the Niagara river about half past seven o'clock the next morning. There on the suspension bridge our train stopped for about 20 minutes, to give passengers a good chance to view the beautiful river and its whirlpool rapids. We reached our destination in Niagara Falls City at about 8 o'clock.

We secured lodging with Mrs. Emery at 27 Niagara St. This was only the beginning of their wonderful trip. While they were there they joined an excursion to Toronto, Canada. They took an interurban car to Lewistown, where they boarded the great steamer Chippewa, which took them down the Niagara river and across Lake Ontario to Toronto. While they were in Toronto they also rode a streetcar. They returned to Niagara that evening, and on the next day went on another exciting outing to Buffalo, New York, via the interurban. While on this outing they took a steamer out onto Lake Erie to Crystal Beach, a distance of ten miles. They returned to Niagara on the interurban. On August 21, 1905, they boarded a train for the long, hot and dusty ride across Canada. However, just imagine

what this trip would have been like by wagon or stage coach. Would they have even attempted it?

From reading Ida's diary, it seems that she and her mother were constantly on the move. They made frequent trips on the interurban, the trains, and the streetcars. They even went to Washington D.C. in 1908 to attend the inaugural ceremonies for President William H. Taft. Although everyone may not have had the opportunity to travel so extensively, the travels of Ida Brown Michael are an example of the tremendous difference the railroad and interurban made in the lives of the people of Logansport.

### **Section Review**

1. Name three of the early railroads in Logansport, tell what their destination was, and the year they were completed.
2. How else might the railroad have affected the lives of the citizens of Logansport, besides the changes mentioned?
3. Do you think Ida Brown Michael was typical of the average citizen of Logansport in the early 1900s? Why or why not? Support your answer.

### **Interurban Car Lines**

As mentioned before, the interurban was an electric car line. The interurban car first entered Logansport in 1905. A line known as the Ft. Wayne & Wabash Valley Line had been constructed from Ft. Wayne to Logansport, and was expanded under

the name Ft. Wayne & Wabash Valley Traction Company, to reach Lafayette by 1910. The company also operated local street car lines. The interurban depot was first located in a Broadway storeroom, but moved to a newly purchased station on Third street about 1910. The interurban cars left Logansport in three directions, and were very convenient to people all along the way. Not only could residents of the county get to Logansport in minutes, but businessmen or others who needed to go to Indianapolis could depart and return at any hour. They no longer had to wait for daily trains (Powell 1: 204; Taber 40).

#### **Wabash and Erie Canal**

An act of Congress on March 2, 1827, made a provision to assist Indiana with building a canal to connect the Wabash River with Lake Erie. A survey was made in 1833, and a final route was chosen. The canal would run along the north side of the Wabash, through Logansport and across the Eel river, down the same side of the Wabash, and cross the Wabash above Delphi, where it would intersect the main line. The work began around 1835, and was completed as far as Berkley street in 1838. It was not until the summer of 1840 that boats passed through the city, on what is now Erie Avenue, to Fifth Street, running north on Fifth to Eel River, crossing that river on an aqueduct, then on northwest to the Vandalia crossing of Sycamore Street, then westward on Water Street (Helm 286-87; Kingman 15; Powell 1: 197).

The canal proved to be very useful once completed through



Lafayette. It provided cheap transportation for heavy freights and people began to see what great products were available in their country, as they were transported down the canal. The canal also brought a new era to farming in Cass County. The railroad was not yet a part of Logansport and Cass county, so the canal gave the farmer the new opportunity to ship his products to Toledo and receive manufactured and other goods in return. The canal also enabled the farmer to acquire new farm implements and adopt better methods of farming. Now that the farmer was farming for profit, and not just for his family, he also began to grow a larger variety of crops (Helm 287; Kingman 15; Powell 1: 82-83) .

With the coming of the railroad in 1855, the canal's usefulness diminished. The railroad was much more efficient and convenient than the canal. The canal was finally abandoned in 1875 (Kingman 15).

#### **Section Review**

1. Using the following map of Logansport, take a colored pencil or crayon and trace the path of the canal through town.
2. The canal is no longer in use. How are goods transported long distances today?

## **Chapter Six**

### **Military History**

Settlement by the white man did not begin in Logansport until 1826. Therefore the town itself did not participate in any wars occurring before that date. However, many of the men who would settle in Logansport did participate in the wars.

Eighteen men who participated in the Revolutionary War settled in Cass County. Three of them, Joseph Rogers, Abraham Larue, and George Washburn, settled in Logansport ("Many Gave Their Lives").

#### **Battle of Tippecanoe**

The Shawnee chief and warrior Tecumseh believed that the land west of the Ohio River had been given to the Indians for a hunting ground, and that all whites should be driven out. For several years prior to 1811 he had been attempting to form an Indian Confederacy of all the tribes in this region of the country to accomplish this goal. The governor of Indiana territory, General William Henry Harrison, felt like there would be trouble, and held many conferences with the chief. Messages of truce were sent to the Prophet, Tecumseh's brother, who disregarded them. Tecumseh instructed the Prophet not to attack, and then went south to perfect the confederacy. On November 7, 1811, the Prophet attacked General Harrison and his 700 men, who were encamped on the Tippecanoe River above Lafayette.

General Harrison and his men defeated and drove back the Indians. Thirty-seven of General Harrison's men were killed, twenty-five mortally wounded, and one hundred and twenty-six wounded. Thirty-eight Indians were killed and their wounded are unknown, because they were carried off (Powell 1: 126-7).

General John Tipton was the ensign of his company at the Battle of Tippecanoe. The captain and lieutenants of the company were killed, and thus General Harrison put Tipton in command of the company. After this battle he was promoted to the rank of brigadier-general. General Walter Wilson, Major Daniel Bell, and Joseph Barron Sr. also took part in the battle. All became residents of Logansport ("Many Gave Their Lives"; Powell, 2: 719-20).

### Section Review

1. What was Tecumseh's goal?
2. What does it mean to be mortally wounded?

### War of 1812

Conflict with Great Britain led to war in 1812. One of the grievances listed by President Madison in his message to Congress on June 1, 1812 was impressment. Britain and France were at war, and the British navy was suffering from a shortage of sailors. Their solution was impressment of American sailors. The Royal Navy would stop American ships and forcibly remove British deserter, British-born naturalized American seamen. Impressment violated both individual rights, and the neutral

rights of the United States. President Jefferson had tried the Embargo Act, which forbade nearly all exports from the United States to any country, and the Non-Intercourse Act, which "reopened trade with all nations except Britatin and France and authorized the president to resume trade with either country if it ceased to violate neutral rights." The United States felt that they had done all they could, and on June 18, 1812, Congress declared war. Among others, General Richard Crooks and General Hyacinth Lasselle, who participated in the War of 1812, made their homes in Logansport. ("Many Gave Their Lives; Norton, et al. 1: 223-6).

### **Section Review**

1. What were the causes of the War of 1812?

### **The Mexican War**

Logansport and Cass County have furnished militia for various infractions of the civil law in the county and state, but the Mexican War, which concerned the Texas-Mexico border, was the first major war in which they actively participated.

On May 11, 1846, President of the United States, James K. Polk, announced that a state of war existed between the United States and Mexico. Congress voted to recognize the state of war, and the call for 50,000 volunteers. It was May 13, 1846 when the president issued his call, and May 23 when James Whitcomb, the governor of Indiana, issued a proclamation for volunteers in conformity with the president's order. Enthusiasm

was high in Logansport, and Captain Spier S. Tipton immediately began enlisting men for the war. By June 8, a complete company left for war under the command of Captain Tipton (Powell 1: 129).

As was mentioned before, enthusiasm was high in Logansport. It had been learned several days earlier, that the first military company would leave on June 8, 1846. Therefore the town was full of people that wanted to see them off and wish them God speed. There were no railroads in the state at the time, so the company took the Michigan Road south to Indianapolis, and then to New Albany, where they would meet all other Indiana soldiers before leaving for war on July 5, 1846 (Powell 1: 129).

To show their support for the local volunteers, the ladies of Logansport made a handsome flag and presented it to the company. There was a presentation on Spencer Square, and an address was given by Mrs. N. P. Lasselle. The site for the presentation was chosen because of its historical associations. The square was located between Ninth and Tenth and Market and Spear Streets. The square was named after Captain Spencer, who fell at the Battle of Tippecanoe. Also, General Tipton, the father of General Spier Tipton, was buried on Spencer Square, where the Lutheran Church now stands. His body was later moved to Old Cemetery, and then to Mt. Hope. The flag was accepted with a speech by Capt. Spier Tipton (Powell 1: 129-30).

There were three Indiana regiments formed at New Albany, and the Cass county company was part of the first regiment, with James P. Drake as colonel, C. C. Nave as lieutenant colonel,

and Henry S. Lane as major (Powell 1: 131).

The company left Logansport with ninety-three members, and returned with fifty-seven. Thirty-one had been previously discharged because of ill health while in Mexico and three died and were buried in Mexico. They were W. B. Buchanan, Dyer Barrett and Caleb B. Hopkinson. The company left New Albany on July 5, and continued on to New Orleans, where they transferred from the steamer "Grace Darling," to the barque "Sophia Walker." They arrived at Brazos, on the Texas coast, on July 19th and marched to the mouth of the Rio Grande, arriving there on July 21st. This company never actually fought in a battle, but served their country in other important ways. They remained in Texas until their time expired, and then returned home. They arrived in Logansport July 4, 1847 (Powell, 131-32).

An additional company of regulars was enlisted by Capt. Spier Tipton. This company went to Mexico, where they were involved in numerous battles under the command of General Winfield Scott, the hero of Lundy's Lane during the War of 1812. The Cass county company was first to enter the city of Mexico and the halls of Montezuma, when it was captured. They were also the first to plant the American flag in the storming of Chapultepec, the "Mexican citadel." At some point during the Mexican War, Capt. Spier Spencer was killed, and his remains are buried on Mexican soil (Powell, 132).

A treaty was concluded at Guadalupe Hidalgo, on February 2, 1848, and was announced by President Polk on July 4, 1848.

The war was ended, and our armies withdrawn. As a result, the United States gained California and New Mexico (including present-day Nevada, Utah, and Arizona) and recognition of the Rio Grande as the southern boundary of Texas. Mexico was given \$15 million (Powell, 133; Norton et al. 1: 376).

### Section Review

1. How did the Mexican War start?
2. Describe the organization of the first military company from Logansport.
3. How did the citizens react to the war? How do you think the citizens would react to war today? Why?
4. What was the outcome of the war?

### THE CIVIL WAR

The War of the Rebellion, or the Civil War, as we know it today, was the second major war in which Cass County took part. As before, the people of Cass county were enthusiastic. With the political world as strained as it was before, during and after the election of 1860, war was not a surprise. There was also no question as to whether Cass county would send volunteers. Political differences were put aside, as people of all political parties joined together to work toward one goal--the continuity of our country undivided (Powell, 136).

President Abraham Lincoln made his proclamation calling for volunteers on Monday, April 15, 1861, Governor Morton of Indiana made his on April 16, 1861, and the first first company

from Cass County was ordered to headquarters on April 16. On April 17, a member of the Cass County volunteers opened a recruiting office in a stone building on the southeast corner of Market and Fourth Street. By Saturday 125 men had been enrolled, and the numbers increased to several hundred within the succeeding week (Helm, 334-335; Taber, 76).

On Friday, April 19, 1861, the common council of the city of Logansport met in a special session. They appropriated money for the support of the families of volunteers if needed. A group of citizens and soldiers met at Spencer's Square on Sunday, April 21. There were addresses given by Rev. M.M. Post, Rev. Silas Tucker, and Rev. Mr. Layton. The assembly that day was full of great interest and enthusiasm (Helm, 339).

The early companies had expected a short war, and had enlisted for only three months, so by June of 1861, when it became apparent that the war would last longer than anticipated, soldiers began to be recruited for extended service. In July, when they heard of the impending return of a group of three month volunteers, a committee formed to plan a reception breakfast. Citizens responded enthusiastically as expected, and donated hams, chickens, pigs, bread and butter, cakes, etc. When the regiment pulled into town at one o'clock a.m., the cannons began firing and the bells ringing. A large group of people gathered at the depot to welcome them and take them to the court house for their breakfast. After the breakfast, A.M. Flory, Esquire, on behalf of Company D, presented T.S. Dunn with a handsome sword (Helm, 342).



In September of 1861, a camp was built in Logansport, on what is now the Franklin School grounds, to raise and quarter a regiment. Lumber and materials were gathered, and volunteers set out to build a camp. Camp Logan was ready by the first of October (Helm, 345; Taber, 76).

Cass County continued to furnish the quota of men called for by the President until the close of the war. More than 300 men from Cass County were killed or died while in the service. Cass County also continued to provide monetary support. For bounties the county paid \$229,404 and for relief of soldiers' families, they paid \$82,624.93 (Helm, 363; "Many Gave Their Lives").

#### Section Review

1. When did the Civil War begin?
2. How did the people of Logansport react to the outbreak of war?
3. How did they treat their soldiers? Give details.

#### World War I

Archduke Francis Ferdinand, heir to the Austro-Hungarian throne, was assassinated in Sarajevo on June 28, 1914. One month later, on July 28, 1914, Austria-Hungary declared war on Serbia. Austria-Hungary looked to Germany, its Triple Alliance partner, for help, while Serbia asked its friend Russia for help. Russia began to prepare for war, but before it could act, Germany declared war on Russia on August 1, and against

France on August 3. The majority of the British cabinet did not want to go to war, but their minds were soon changed when Germany went through neutral Belgium to get to France. Great Britain declared war on Germany on August 4, and on Austria-Hungary on August 12 (Norton et al. 2: 666-67; Wallbank et al. 2: 769-71).

President Wilson proclaimed neutrality, and for nearly three years kept America out of the war. The loss of American lives and property to German submarine warfare was one of several realities that lead Wilson to ask Congress for a declaration of war against Germany on April 6, 1917 (Norton et al. 2: 664, 666; Wallbank et al. 2: 780).

The armistice was signed on November 11, 1918. Eight million soldiers and 6.6 million civilians lost their lives in the war. The United States lost 50,000 soldiers in battle, and 62,000 to disease. More than 200,000 American soldiers were wounded. Approximately 1,200 citizens of Cass county served during World War I, and forty-two gave their lives ("Many Gave Their Lives; Norton et al. 2: 678).

### **Section Review**

1. How did military alliances contribute to World War I?
2. How long did the United States participate in the war?

### **World War II**

Immediately following World War I, and for the first ten years, serious attempts were made to prevent conflict through

international organizations and treaties, which limited arms and outlawed war. By the 1930s peace keeping efforts began to fail as competition among states again became violent. The democratic nations worked hard to prevent another war, but in the end their efforts failed. On September 1, 1939 the Nazi forces crossed the Polish border, and started World War II (Wallbank et al. 2: 873, 887).

The United States again attempted to avoid war, but on December 7, 1941, the Japanese attacked Pearl Harbor, and the United States was drawn in. The war ended in 1945, and the total dead from the United States was 405,399. One hundred and twenty-six of those killed were from Cass County (Norton et al. 2: 815; Wallbank et al. 2: 895).

### **Section Assignment**

Interview a veteran of World War II. Ask questions about their experiences and the support they received from people at home. The interview should be written out in question form, with the answers written below. A summary of the interview should be written at the end.

## Chapter Seven

### Culture/Activity

#### Churches

The present Calvary Presbyterian Church was created in 1914 by the joining of two separate churches, but its roots go back to Christmas Day, 1829, when the Reverend Martin M. Post, D. D. arrived in Logansport (Taber 101).

The first Presbyterian prayer meeting ever held in Logansport was held in the seminary at Market and Fourth on December 31, 1829. The church was formally organized on January 21, 1831 by Rev. M.M. Post, who was assisted by the Revs. James Thompson and James Crawford. There were twenty-one charter members: Daniel Dale; Elizabeth Bethsheda; William, John, Daniel Jr., and Rebecca Dale; Catherine and Mary A. Van Doran; John and Sarah Adair; Agnes Young; Mary Wilson; Joanna Smith; Joseph and Martha Gibson; George, Thomas, Mary and Robert McMillan; and Mary Bowman. This church was called Broadway or Second Presbyterian Church, and was originally located on the south side of Broadway between Fifth and Sixth Streets. A new building was built on the southwest corner of Broadway and Ninth Streets (Powell 1: 424).

The Broadway Methodist Episcopal Church, now known as First United Methodist Church, was organized in 1828, and its pastor was Reverend Stephen R. Beggs, a circuit rider. It was originally located on Sixth Street between Broadway and North. The land at Eighth and Broadway, where the church now stands,

was purchased in 1855. A stone church was built, but was torn down in 1904. The present structure was dedicated in 1906 by Bishop David H. Moore, and the back and east walls are built of the stone from the old church. (Helm 417-19; Taber 102).

Instrumental music was permitted in the church for the first time in 1859, when an organ was secured. This was also the first time men and women sat together in the pews. Previously the men had sat on one side of the aisle, and the women on the other. The announcement that men and women would sit together was made in the Logansport Journal. The conservatives were not pleased, but the progressives had their way (Powell 1: 428).

There were off-shoots from the Broadway church. The Market Street M.E. Church, now known as Market Street United Methodist Church, was organized in 1868. A temporary structure called the "Wigwam" or Tabernacle, was built on the south side of Market Street, west of Fifteenth Street. A frame church was built in 1869, and enlarged in 1882. A larger church was built in 1905 at its present location on the northeast corner of Market and Fifteenth Streets (Helm 419; Powell 1: 428-29).

The Wheatland Street M. E. Church, now called Wheatland Avenue United Methodist Church, was organized in 1873. The temporary structure was replaced by a brick church on the corner of Wheatland and Barron Streets in 1875, and another structure was built in the 1880s. This structure was greatly weakened by lightning, the flood of 1913, and a cyclone in 1917. It was condemned in 1934, and the present church was built. It

was dedicated on September 19, 1937 (Helm 420; Taber 111).

The Third Street United Brethren Church was organized in 1873, by Rev. Wm. Koenig of Bunker Hill. They met in the Eighth Street School House. Their first building was built at Brown Street and Wheatland Avenue in 1878, but a building was erected at its present site on Third Street in 1917. At that time the church was known as the First Evangelical. It became known as Third Street U. B. in December 1946, as a result of a general merger with the United Brethren In Christ. The Church is now known as Third Street United Methodist Church. However, Third Street U. M. and Market Street U. M. are presently planning a merger. The new church, to be located at State Road 25 and Chase Road, will be called Cross-Winds United Methodist Church (Taber 107).

The Broadway-Evangelical United Brethren Church, now known as Faith United Methodist Church, dates back to 1891, when the first class was organized. The present site was purchased in 1923, and a church was dedicated in 1926 by Bishop H. H. Fout of Indianapolis. The church is located at 1219 East Broadway (Taber 107).

The Church of God, now known as Warrior Triumphant, and located at 712 Helm Street, was organized in 1917. Its first pastor was Reverend Turner. The Washington School was their place of worship while a new building was built at the present location. The building was dedicated in October, 1923 (Taber 109).

The first Episcopal resident of Logansport was Dr. Graham

N. Fitch, who settled here in 1934. Reverend Todd, Dr. C. R. Johnson, and Reverend Jackson Kemper, Bishop of the Northwest, did missionary work for the Episcopal Church in Cass County during the 1830s. The baptism of John S. Patterson's children, on August 2, 1840, was the first official record of the Episcopal Church in Logansport. The first Episcopal minister to locate in Logansport, Reverend Francis Laird, came on July 1, 1841. He began a permanent organization on July 19, 1841, in a room over 228 Market Street. The following people were the first members of Trinity Episcopal Church: John S. Patterson, John Green, John E. Howes, Thomas H. Howes, Dr. John F. Merrill, W. Hubbell, Jacob Hull, Dr. Graham N. Fitch, Israel Johnson, U. M. Ross, and J. S. Wells. They immediately began planning to build a church, and in 1842 they purchased the lot on the northwest corner of Seventh and Market Streets. The wooden church was built, and was dedicated on February 19, 1843. This building was used until 1869, when it was replaced by a newer stone church on the same location. The church was built of limestone from Fitch's Glen. It was brought by barge to the wharf at Fifth and Market Streets and then hauled up the hill on wagons. It is said that the bell in the church was donated to the parish by the famous old Trinity Church, Wall St. New York (Powell 1: 429-30; Taber 102).

The first official record of Catholicism in Logansport dates back to 1834. The Rt. Rev. Simon Brute de Remur, Bishop of Vincennes, visited here and said mass for the Catholic colony. However, it was 1838 when Father John Claude Francois attempted

to organize a Catholic congregation, most of whom were Irish laborers working on the canal. This was the beginnings of St. Vincent de Paul Catholic Church. He built a log church in the northwest part of the city, but abandoned it in 1840 because it was too far from town. He built a stone church on Railroad Street, which was used until 1863, when a new church was built on Spencer St.. At one time the church ran the Holy Angels' Academy at Ninth and Broadway. There is also a parochial brick school building west of the church, and the priest's residence on the east (Powell 1: 435-36; Taber 103).

St. Joseph's Catholic Church was formed in 1869 when fifty German families branched off from St. Vincent's. The group was led by Rev. Jacob Meyers or Joseph Mayer, depending on which source book one reads. Land was purchased on the northwest corner of Market and Second streets, and the first church was dedicated on February 2, 1870. Rev. Henry Koehne, the first resident pastor, took charge in August 1870. In 1887, the present church was dedicated by Bishop Dwenger, assisted by Bishop Rademacher of Nashville (Powell 1: 436-37; Taber 103).

While Father Koehne was in Europe in 1888, the congregation placed a chime of three large bells in the tower. They were rung for the first time upon his arrival home, and were a very pleasant surprise to him (Powell 1: 436).

St. Bridget's parish began in July 1873, to accommodate the forty-five Catholic families on the west side of town. The land was purchased by Bishop Dwenger, Bishop of the Ft. Wayne Diocese. The land was bound by Linden, Heath, Wheatland